श्री पो० शिव शंकर (गुजरात) : गुरुपदस्वामी जी ने किया था। भूल गए।

श्री शंकर दयाल सिंह : ठीक है, लेकिन एक स्वस्थ परंपरा है। मेनका जी को सभी लोग पहचानते हैं। ठीक है, इन्होंने परिचय करा दिया, लेकिन कम-से-कम इतना होना चाहिए था कि प्रधान मंत्री को इन्हें इंट्रोड्यूस करना चाहिए था। यह तो मंत्री महोदया के लिए भी बेइज्जती का सवाल है. . . **(व्यवधान)** . . . यह सदन के लिए ही नहीं बल्कि मंत्री महोदया के लिए भी बेइज्जती की बात है कि प्रधान मंत्री के द्वारा नहीं बल्कि दूसरे के द्वारा इनका परिचय हो रहा है।

SHRI M. M. JACOB (Kerala): A l of precedents has been created . . . (*Interruptions*) . . .

डा० रत्नाकर पाण्डेय (उत्तर प्रदेश) : शंकर दयाल सिंह जी, आपके समर्थन पर भी वे मंत्री रही हैं। आपने भी समर्थन किया है तो मंत्री रही हैं और आज भी मंत्री हैं।

श्री शंकर दयाल सिंह : उस समय हमारे प्रधान मंत्री ने ही इनको आपके सामने इंट्रोड्यूस किया था।

श्री हरवेन्द्र सिंह हंसपाल : आपको पता नहीं है कि ये प्रथायें आपके ही लीडर ऑफ द हाउस ने तोड़ी हैं. . . **(व्यवधान)** . . . जब उनका परिचय कराया था, सबका तो विनाश प्रताप सिंह नहीं आए थे यहां पर, वे विनाश करने में लगे हुए थे।

डा० रत्नाकर पाण्डेय : चेयर की भी अवमानना की है विश्वनाथ प्रताप सिंह ने प्रधान मंत्री के रूप में। यह नोटेड है। . . . **(व्यवधान)** . . .

श्री सभापति : बैठिए-बैठिए।

ORAL ANSWERS TO QUESTIONS

Shortage of D. T. C, buses in Delhi

*81. DR. JINENDRA KUMAR JAJJSTrt

SHRl BAL RAM SINGH YADAVA:

Will the Minister of SURFACE TRANSPORT be pleased to state;

(a) whether it is a fact that the number of buses available in the D. T. C, fleet is much less as compared to the requirements of the commuters in Delhi; if so, what was the total number of buses available in the D. T. C, fleet in October, 1990, and what is the number of buses required to meet the requirements of the commuters in Delhi at present;

(b) whether it is also a fact that private bu^es are beng used in the D. T. C, fleet; if so the total number thereof- and

(c) what are the reasons for not per mitting the use of more private buses in Delhi to lessen the difficulties of the commuters?

THE MINISTER OF WATER RESOURCES WITH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) and (b) In October, 1990 the DTc fleet numbered 4401 buses. In addition 565 private buses are also operating under the control of DTC. The Working Group o,, Road Transport for the Vill Plan had projected the total requirement as 7950 buses in 1990-91.

(c) More private operators have not been coming forward to operate under the control of DTC because of the uneconomic fare structure. The Delhi Administration is also not granting stage carriage permits independent opeiation by private operators.

DR. JINENDRA KUMAR JAIN: Sir, Delhi is now in the grip of a falling cold weather. But there are many DTC buses which are plying on Delhi roads without

fThe question was actually asked on the-floor of the House by Dr. Jinendra Kcmar Jain.

the window glasses. What is the reasons for this lack of humanism in the honourable Minister's attitude towards th© citizens of Delhi?

SHRI MANUBHAI KOTADIA: Sir, the honourable Members of ths House know that during the recent agitation in Delhi, so many buSes were damaged and glasses were broken. Most of the buses were stoned and, therefore, the window glasses were broken. The DTC is taking all care to re* pair all these buses. Sir, our attitude is always positive,

SHRI VIREN J. SHAH; How many days will it take?

SHRl MANUBHAI KOTADIA: Sir, damage has been caused to so many buses and the loss is estimated to be Rs. 1. 02 crores.

DR. JINENDRA KUMAR JAIN: Sir, the honourable Minister's reply to my question is a candid admission on the part of the Government of its failure to make adequate arrangements for surface transport for the citizens of Delhi. While the answer says that as per their own estimates they require about eight thousand buses, they have been able to provide only four thousand buses. Even if they were to run all the eight thousand buses. I would like to bring to the notice of the honourable Minister the chaotic conditions on the Delhi roads. There has been an ever-increasing traffic and ever increasing number of deaths taking place as a result of accidents. There is a need to have a more radical thinking like a rapid transport system or a mass transport system for the citizens of Delhi linking the railways, roads, etc.

MR. CHAIRMAN: Put your question now.

DR. JINENDRA KUMAR JAIN: Sir, we had plans so many times, but having a coordination between the local railways and the buses has not been coming forward. I want to know from the hon. Minister what are his immediate plans to provide relief to the citizens of Delhi when he is not making adequate number of buses avail-, able?

SHRI MANUBHAI KOTADIA: Sir, two things can be done that we are planning to do. One, private operators must be attracted. At present, the policy adopted by the DTC is that if any private operator wants to run his bus under DTC operation he has to collect the revenue whatever h. gets and for pass-holders the DTC provides some subsidy. Unless we pay an attractive fare to private operators, no private operator is coming forward. The other alternative is, we can permit the private operators to run in their own way. Even today 565 buses are also running in that way. I had discussions with the hon. Prime Minister yesterday. For granting permission to private operators also we are considering sympathetically and seriously.

DR. JINENDRA KUMAR JAIN: Sir, he has not answered my question. The real truth is that the DTC has no full-time chief executive for the last so many months.

MR. CHAIRMAN: You did not put that point. You put in along-winding...

DR. JINENDRA KUMAR JAIN: My question...

MR. CHAIRMAN: Even I did not follow that that was the point you wanted to raise. You only talked about coordination.

DR. JINENDRA KUMAR JAIN: He has not answered my question. My question is: Considering the ever-increasing traffic on Delhi roads there is a need to Set up a rapid transport system and having a metropolitan authority linking every system. He has not answered that at all. He has mentioned about private operators.

MR. CHAIRMAN; He has followed it. He said that in order to avoid inconvenience to the people, for the present they are thinking of permitting more private buses to operate because the rapid transport system will take so many years. That is a suggestion for action. That's all. Mr. Suresh Kalmadi.

SHRI MANUBHAI KOTADIA: For filling up the post of the DTC Chairman we have received names, but because of the Delhi High Court's stay we are not in a position to fill up the post immediately.

MR. CHAIRMAN: Till there is a stay you will not fill up the post? The Court has not said that you cannot...

SHRI MANUBHAI KOTADIA: Yes.

MR. CHAIRMAN; If the Court has banned, then what can they do?

SHRI SURESH KALMADI: Sir, personally I would like to congratulate the DTC for the way it is going. With such overload all the buses are still running. Sir, between 1988-89 and 1989-90 the commuter traffic, as he has just said, has increased from 37 lakhs to 47 lakhs and the number of buses is just the same. Actually the number of private buses has come down from 1000 to 500 and the commuters are 10 lakhs per year. This is the state. If the number of over-aged buses is about 20 *xxr* cent of the fleet, which are in category T>', how much money is being spent on the maintenance? Is the Centre contemplating giving a loan to the DTC? Otherwise they are going on uneconomic lines. The situation is getting worse every year. That is my question.

SHRT MANUBHAI KOTADIA; Sir, what is his question? I could not follow what he wanted to know.

MR. CHAIRMAN: Are you trying to get a loan from the Government of India for the DTC?

SHRI SURESH KALMADI; My first question was: What is the percentage of buses which are over-aged? And what is the maintenance on that?

MR. CHAIRMAN: That was your preface. The basic question is...

SHRI MANUBHAI KOTADIA: Sir, for over-aged buses, I will require notice.

SHRI SURESH KALMADI; Is the Centre trying to give some loan to the DTC to overcome this?

SHRI MANUBHAI KOTADIA: Sir, there is some limitation about the Central Government. The Central Government is meeting with the losses. Sir, for the benefit of the hon. Member, I would like to submit certain facts. Since the beginning of the DTC, it is running in loss. Up tffl now, that is, up to 31st March, 1990, DTC has incurred an overall loss of Rs. 1, 161. 61 crores. Out of that, in 1986-87, Rs. 722 crores were restructured. And even today, on the books, Rs. 439 crores of loss is there. In the current year, we are expecting a loss of more than Rs. 100 crores.

MR. CHAIRMAN; Loss is coming down.

SHRI MANUBHAI KOTADIA: Not coming down. The accumulated loss on 31st March, 1990 is Rs. 439 crores. Over and above, Rs. 722 crores was restructured. For the current year, for the year 1990-91, we are expecting a loss worth Rs. Ill crores. *(Interruptions)*

SHRI SURESH KALMADI; Give the DTC to a private company, if you cannot run it. *(Interruptions)*

MR. CHAIRMAN: Just a minute.

SHRI SURESH KALMADI; Give the DTC to private company..

SHRI MANUBHAI KOTADIA. Sir it is a good suggestion.

SHRI N. E. BALARAM; Sir, the hon. Minister was replying only to part (a) and (b) of the question. In regard to part (c) of the question, the Member was putting a question in a suggestive way saying, "why are we not introducing, why are we not employing more private buses?' I would like to know whether the Government is thinking of employing more private buses or handling over the entire thing to a private party. What is your idea? What is your policy?

SHRI MANUBHAI KOTADIA: Sir, the * present policy...

SHRI N. E. BALARAM; The Minister was saying that he is thinking of handing over the whole thing.

SHRI MANUBHAI KOTADIA: No. I said...

SHRl N. E. BALARAM; He has asked: Why can't you hand-over the whole thing to a private party?

SHRI MANUBHAI KOTADIA: It is his suggestion.

SHRI N. E. BALARAM: You are saying that it is the policy of the Government to hand over the transport buses.

SHRI SURESH KALMADI: He said it is a good "suggestion. Don't back-track now.

(Interruptions)

SHRI N. E. BALARAM; I would like to know from the hon. Minister where he will stand now on the question. Is he nanding over the whole transport buses *to* a private party? Or is he transferring one by one? What is the policy of the Government?

SHRI SURESH KALMADI: Even in the Soviet Union, they are handing over to the privat$_e$ party, Sir.

SHRI N. E. BALARAM- Sir he is talking of the Soviet Union. I am talking pf Delhi. His question is replied to partly. *(Interruptions)* That is why I am repeating the question

SHRI MANUBHAI KOTADIA: Sir, the hon. Member has suggested it. I said that it is a good suggestion. That is all. I have not accept his suggestion. ! have not said that we are accepting his suggestion. They are making certain good suggest! TIS which can ' be implemented, wnich can be adopted bv us. it was a suggestion. But, it is not accepted by us..

MR. CHAIRMAN; All the suggestions from the Members are good. How can he say that Members are making bad suggestions?

SHRI MANUBHAI KOTADIA: Sir, we have no policy to privatise...

MR. CHAIRMAN; All are respectable Members. Whatever suggestions they make, you consider them good. They are under your consideration.

SHRI MANUBHAI KOTADIA: All suggestions are good...

MR. CHAIRMAN; And they remain under your consideration,

SHRI MANUBHAI KOTADIA: He is hon. Member of the House. I would say all these are good suggestions. That's alL But let me clarify. We have no policy or no idea to private the DTC.

SHRI SURESH KALMADI; But you consider it as a good suggestion.

SHRI MANUBHAI KOTADIA: All suggestions from hon. Members are good.

MR. CHAIRMAN: Mr. Kalmadi, that is why I said that the Minister would consider all suggestions from the hon. Members as good suggestions for consideration.

SHRI VIREN I. SHAH; May I also make a suggestion that this Government should resign on moral grounds? Will they consider it?

MR. CHAIRMAN; They consider all suggestions from hon. Members,

SHRI JAGESH DESAI: Sir, it is not> question as to how many buses are available, but the question is how many buses are really plying on the road. Because of Gulf crisis, I find in Maharashtra,, in Bombay, many buses have been withdrawn because there is a curb on diesel supply to the State Government. Over one thousand buses have been withdrawn from Bombay city itself. I would like to know from the hon. Minister, what is the extent of curb of diesel for Delhi and how many buses have been withdrawn on account of that curb and what action is being taken to see that public transport, instead of reducing the number of buses, should be augmented. What action the Government proposes to take?

SHRI MANUBHAI KOTADIA: I have already given the figures. We have got 4401 buses and more than 3700 are already on the roads.

SHRI JAGESH DESAI: What about the diesel cut?

SHRI MANUBHAI KOTADIA; No bus is withdrawn because of diesel cut in Delhi...

SHRI JAGESH DESAI; This is a question for the whole country. Because of diesel cut, buses in the public transport system have been withdrawn. And the Minister says there is no cut in Delhi. If that is so, then why should there be a curb in other places?

MR. CHAIRMAN: He said no bus in Delhi has been with drawn.

SHRI MANUBHAI KOTADIA: We are very much short of buses in Delhi and that is why we have not withdrawn any bus,

MR. CHAIRMAN; Next question. National

Highway passing through Kamal

*82. SHRI MOHINDER SINGH LATHER: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) when was the work for making four lanes in the National Highway passing through Kamal taken up and when was the project targetted to be completed;

(b) what is the present position thereof and what are the reasons for the delay in the execution of the project; and

(c) what measures are proposed to b© taken by Government to accelerate[1] the process of its early completion?

THE MINISTER OF WATER RESOURCES WTTH ADDITIONAL CHARGE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI MANUBHAI KOTADIA): (a) to c). A statement is laid on the Table of the Sabha.

Statement

(a) The! work on 4 laning of NJH. No. I from Km. 114 to 130 by-passing Kamal started on 1st May 1987 with target date of completion as 30th October, 1990.

(b) and (c). About 5. 02 % of the work has been completed. The delay is mainly due to failure of the contractor to ejxecute the project as per the contract.

Notices to expedite the progress have been issued to the contractor as per terms of contract. One of the two Partners in joint venture which has been awarded the contract has decided to withdraw from the work. Measures to resolve the problems created by this ar$_e$ under consideration of the Government.

SHRI MOHINDER SINGH LATHER: I am disappointed *io* read the answer. It is a slap on our country's performance. The work was to be) completed by 30tfa October, 1990 and I am sorry to say—and it is also a matter of shame for us—that only 5 per cent of the work has been done till now. This is the answer given to us. This National Highway No. 1 is the lifeline of our country and for business purposejs it is the most important road. This should not be treated so shabbily. I would like to point out that there were two contractors to build this road; one Indian and the other was foreigner. The foreigner contractor withdrew from the contract and the Indian, contractor offered to build the road on the same terms and conditions as were originally decided upon, and the proposal was sent to the! Central Government on 28th of January, 1990 simply for approval, and then a reminder was also sent to the Government on 5th of April, 1990. But I am sorry to say that no decision has been taken by the Central Government till date. I would like to know from the hon. Minister as to what has been decided on that proposal. I would like to know whether a final decision has been taken and, if so, whether it has been conveyed to the contractor? This is my first supplementary.

SHRI MANUBHAI KOTADIA. Sir, the hon. Member is right that this contract was awarded to a joint venture company consisting pf a foreign partner and an Indian company. As per the World Bank guidelines, there is a provision to prequalify the contractor. As per the World Bank norms, the Indian party was not possesing that qualification. That is why, he: was advised to take help from some foreign company. Then, this Indian company, namely, Messrs. Continental Corporation Limited, entered into $_a$ contract with a company in the United King-